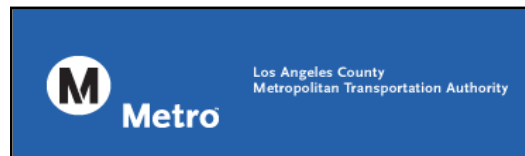


Riding Metro



Photo Enforcement Program Monthly Executive Summary



December 2010

MTA Blue Line

MTA Gold Line

MTA Orange Line



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Executive Summary

ACS is pleased to present this monthly executive summary, along with the monthly metrics and analysis reports, for the Los Angeles County Metropolitan Transportation Authority's Photo Enforcement Services. This summary and the associated monthly metrics reports include photo enforcement related details for the Blue and Gold Line dedicated light rail corridors as well as the Orange Line dedicated bus route.

MTA Combined

In December 2010, the photo enforcement projects for the MTA captured a combined total of 24,246 events. Of these 3,830 were recorded as violations and 20,416 were non-violations. A combined total of 1,743 citations have been issued reflecting a combined issuance rate of 46% and a controllable issuance rate of 83%.

MTA Blue Line

In December 2010, the photo enforcement project for the MTA Blue Line captured a total of 2,787 events. Of these, 657 were recorded as violations and 2,130 were non-violations. A total number of 246 citations have been issued reflecting an issuance rate of 37% and a controllable issuance rate of 66%.

As a result of construction work done by Metro contractors at locations 2054 (WB Venice @ Flower) and 2056 (SB Venice @ Flower) the locations continue to be out of service. This construction work caused conduit to be cut that provides power and signal phasing to our equipment. As of now the locations are still out of service and we await approval from the LASD to move these cameras to other locations until the repairs are completed.

MTA Gold Line

In December 2010, the photo enforcement project for the MTA Gold Line captured a total of 14,143 events. Of these 1,254 were recorded as violations while 12,889 were non-violations. A total of 321 citations were issued reflecting an issuance rate of 26% and a controllable issuance rate of 79%.

We are still seeing a high number of non-violations, but it continues to decrease. In addition we believe that a large number of these could be eliminated by increasing the minimum speed at several locations where the current speed threshold is creating numerous false triggers. A separate report illustrating this problem has been generated and will be presented in upcoming meetings.

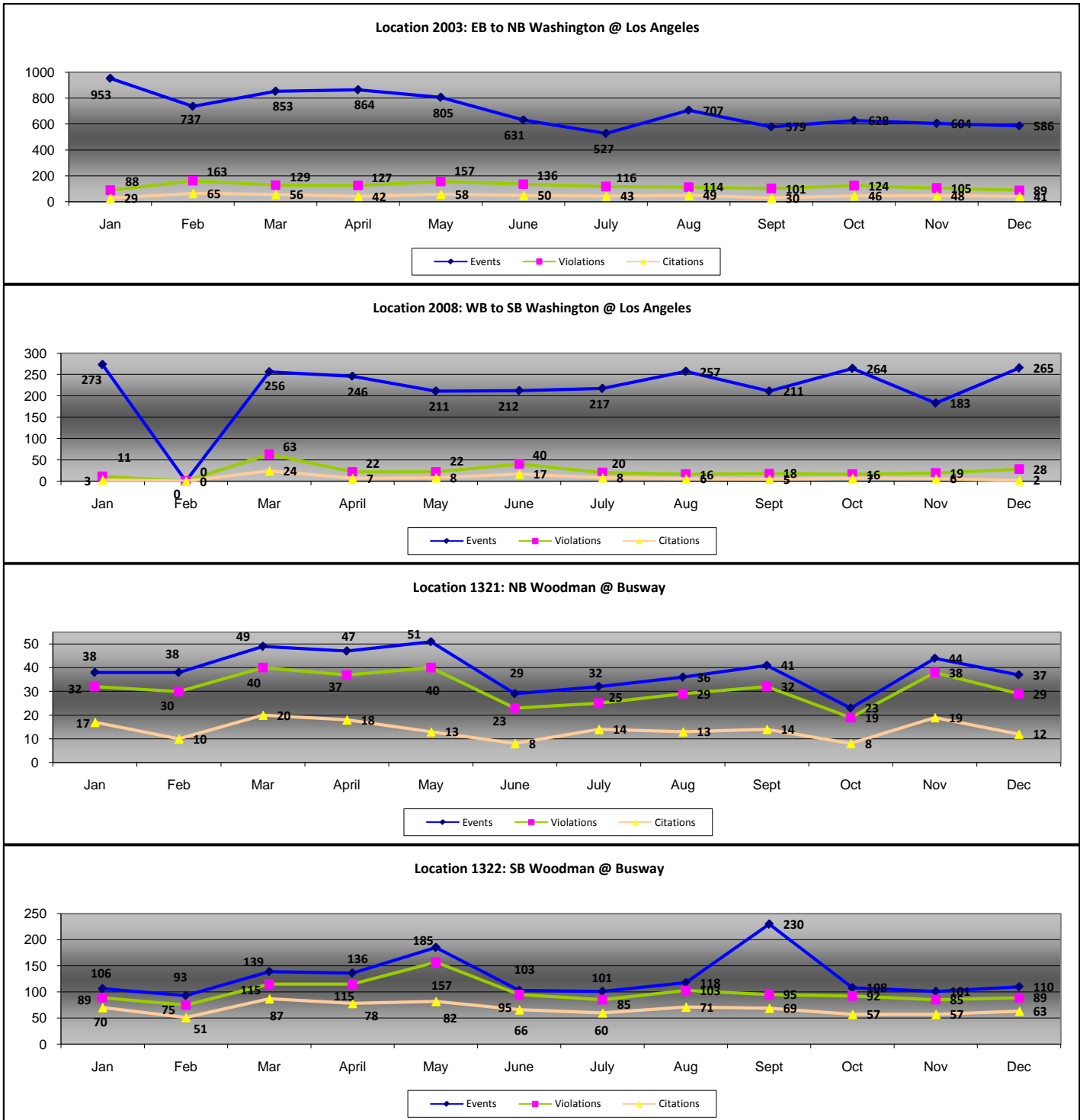
MTA Orange Line

In December 2010, the photo enforcement project for the MTA Orange Line captured a total of 7,316 events of these: 1,919 were recorded as violations and 5,397 were non-violations. A total number of 1,176 citations have been issued reflecting an issuance rate of 61% and a controllable issuance rate of 88%.

There was a noticeable decrease in vehicle counts (213,112 compared to the 3 month average of 234,482) yet issuance increased slightly (1,176 compared to the 3 month average of 1,120). At the same time there were fewer violations (1,919 compared to 1,958) and overall events (7,316 compared to 7,868). This may point to changes in driving habits in the area. We will continue to monitor.

In-Roadway Warning Lights

In June 2010 In-Roadway Warning Lights were installed at 2 photo enforced intersections for the MTA. One intersection is along the Blue Line light rail corridor (Washington @ Los Angeles) and one intersection is along the MTA Orange Line busway corridor (Oxnard @ Woodman). The specific enforced locations are 2003: EB to NB Washington @ Los Angeles, 2008: WB to SB Washington @ Los Angeles, 1321: NB Woodman @ Busway, and 1322: SB Woodman @ Busway. The below charts will be updated to illustrate changes in violation and citation rates for each of these locations since the installation of the warning lights. The comparison is being made using all data from calendar year 2010.



In the News - Photo Enforcement Around the Country

Red-light cameras save lives, study says

By [Ashley Halsey III](#)

Washington Post Staff Writer

Tuesday, February 1, 2011; 12:14 AM

Red-light cameras are saving lives even as they make millions in revenue, according to the first definitive study of the subject.

[Use of cameras](#) to catch speeders and those who run red lights has proliferated in the past decade, greatly increasing the prospect that drivers in too much of a hurry will get caught. The flash of a camera has become common at District intersections, more than 50 of which are equipped to catch red-light offenders.

A study to be released Tuesday by the [Insurance Institute for Highway Safety](#) finds that traffic fatalities at those intersections dropped by 26 percent over a five-year period, slightly more than the average decline in 13 other camera-equipped cities.

"We're hopeful this will stop some of the backlash against cameras," said Adrian Lund, president of the insurance foundation. "Much of the attention to victims of the camera has been paid to people who received tickets. Hopefully, this will return the focus to the people who have been killed or injured by red-light running."

Drivers often denounce use of the cameras as a naked money-making scheme - and the District made almost \$7.2 million on [85,678 red-light tickets](#) from June 2009 through May.

At the same time, almost anyone who regularly drives District streets will attest to the fact that drivers slow in places where they know [speed cameras are located](#) and are more likely to stop on yellow at [intersections with red-light cameras](#).

"Our traffic fatalities have been cut in half in four years," said D.C. Police Chief Cathy L. Lanier. "We see less high-speed crashes, we see less crashes at what used to be the worst intersections. Because of speed enforcement, when people do crash, it's at a slower speed, so there are less likely to be fatalities."

Lanier also said the cameras conserve police resources. "Those automated enforcement programs can take the place of 100 officers. In order to have the same effect with police officers, I'd have to divert them from crime-fighting."

The institute study said there were five fewer deaths at the District's camera-equipped lights over five years. During that same period across the country, 159 fewer people died in the cities that use cameras, the study found. If cameras had been in use in all cities with populations above 200,000, the institute projected that 815 lives would be saved.

The report looked at 14 cities that had camera programs from 2004 to 2008 and compared their accident rates with those of 48 cities that did not have cameras during the same period. The report acknowledged that earlier studies found an increase in rear-end collisions when red-light cameras were installed. But it said that because right-angle crashes cause more severe injuries and damage than rear-end ones, the net effect was positive.

The institute used police reports gathered by the federal government to analyze intersection mayhem. The 2.2 million intersection crashes recorded in 2009 made up about 41 percent of all accidents. They resulted in 81,112 serious injuries and 7,358 deaths.

Police established red-light running as the cause of 676 deaths and 113,000 injuries. The vast majority of the people who died - 64 percent - were not driving the vehicle that ran the light. They were passengers, other drivers, pedestrians and cyclists.

"This is a solid report," said John B. Townsend II of [AAA Mid-Atlantic](#). "It offers evidence that the program is changing behavior. Of all the forms of automated enforcement, this one's going to stay because the one thing people fear is a T-bone crash."

"There simply are not enough resources to put a police officer at every intersection, and enforcement at intersections is often dangerous," said Barbara Harsha, executive director of the [Governors Highway Safety Association](#). "We have known for years that when the public sees a law being enforced, they will respect it and drive more safely. That has been true with drunk driving and seat-belt laws, and it is also true with red-light cameras."

However, traffic cameras still enliven constituent hotlines as angry drivers who have gotten tickets in the mail berate people who pick up the phones for legislators and council members.

"A lot of people accuse us of tricking them," Lanier said, "but we publish the location of all the cameras on our Web site. We're not trying to hide where they're located from anyone."

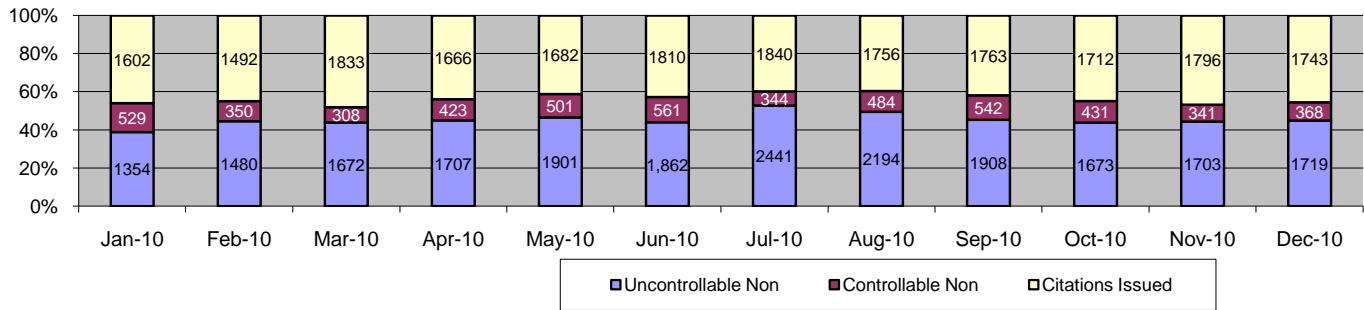
Two legislators have introduced bills in Richmond to restrict use of the cameras. One would restrict local jurisdictions from deploying new red-light cameras; the other would require that their use be overseen by the [Virginia Department of Transportation](#).

"We're opposed to the first bill," Townsend said, "and we think the second one would put an onerous burden on the process."



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Los Angeles County MTA - All Approach Summary Report All Locations

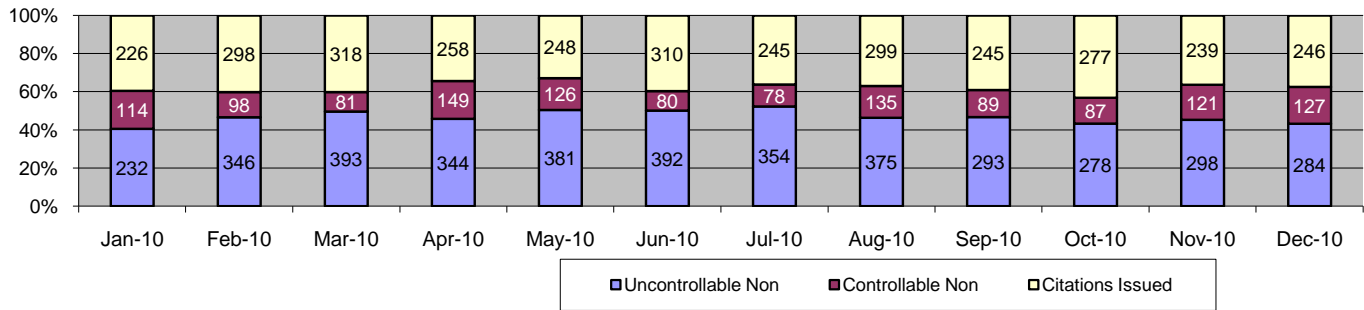


Events	Dec-10		3 Month Average		Year to Date Total		Year to Date Average		2009 Average	
	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events
Non Violations	20,416	84%	19,644	83%	221,531	82%	18,461	82%	10,773	74%
Violations	3,830	16%	3,944	17%	47,454	18%	3,955	18%	3,739	26%
Total Events	24,246	100%	23,587	100%	268,947	100%	22,412	100%	14,508	100%
<i>Violations</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>
Uncont. Non-Issued Viol	1,719	45%	1,756	45%	21,598	46%	1,800	46%	1,417	38%
Cont. Non-Issued Viol	368	10%	437	11%	5,175	11%	431	11%	551	15%
Citations	1,743	46%	1,752	44%	20,681	44%	1,723	44%	1,771	47%
Daily Av. Vehicle Counts	292,514		324,821		3,946,936		328,911		328,116	
Av. Violation Speed	21		20		20		20		19	
Av. Issued Speed	20		20		20		20		19	
Av. Violation Seconds	28		27		27		27		25	
Av. Issued Seconds	22		20		22		22		20	
Cal. Days/Enforc. Days	31	31	30	30	369	365	31	30	31	31
Daily Citation Yield	56.2	56.2	57.8	57.8	56.0	56.7	56.0	56.7	57.1	57.1
Cit /Viol. Iss. Rate	46%		44%		44%		44%		47%	
Controllable Iss. Rate	83%		80%		80%		80%		76%	
<i>Non - Violations</i>	<i>Jan-10</i>		<i>Jan-10</i>		<i>Jan-10</i>		<i>Jan-10</i>		<i>Jan-10</i>	
	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>
Rear Axle Violation	16	0%	15	0%	298	0%	25	0%	12	0%
Gate Down - No Train	44	0%	8	0%	186	0%	16	0%	4	0%
Train Activation	2	0%	10	0%	122	0%	10	0%	61	1%
Right Turn	16	0%	19	0%	245	0%	20	0%	21	0%
No Violation Occurred	20,338	100%	19,592	100%	220,680	100%	18,390	100%	10,675	99%
Total Non Violations	20,416	100%	19,644	100%	221,531	100%	18,461	100%	10,772	100%
<i>Uncontrollable Non-Iss</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>
No Plate	308	18%	318	18%	3,829	18%	319	18%	371	26%
Out of State Plate	44	3%	56	3%	616	3%	51	3%	59	4%
Glare on Plate	19	1%	18	1%	161	1%	13	1%	11	1%
Illegible Plate	7	0%	15	1%	332	2%	28	2%	24	2%
Plate Obstructed	30	2%	23	1%	290	1%	24	1%	29	2%
Windshield Glare	126	7%	170	10%	2,405	11%	200	11%	221	16%
Driver Obstructed	111	6%	125	7%	1,283	6%	107	6%	88	6%
Car Obstructed	238	14%	262	15%	2,724	13%	227	13%	91	6%
Emergency Vehicle	533	31%	478	27%	5,003	23%	417	23%	233	16%
No DMV Match Found	231	13%	243	14%	3,010	14%	251	14%	246	17%
LASD Expired	4	0%	14	1%	489	2%	41	2%	18	1%
Other	68	4%	35	2%	1,456	7%	121	7%	26	2%
Total	1,719	100%	1,756	100%	21,598	100%	1,800	100%	1,417	100%
<i>Controllable Non-Iss</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>
Framing of Plate	26	7%	38	9%	429	8%	36	8%	34	6%
Focus / Clarity of Plate	21	6%	11	3%	163	3%	14	3%	15	3%
Dark Interior	102	28%	108	25%	986	19%	82	19%	45	8%
Framing of Driver	21	6%	16	4%	277	5%	23	5%	36	7%
Focus / Clarity of Driver	11	3%	9	2%	165	3%	14	3%	11	2%
Framing of Car	30	8%	49	11%	653	13%	54	13%	48	9%
Data Error	2	1%	2	0%	52	1%	4	1%	82	15%
Exposure	37	10%	61	14%	334	6%	28	6%	9	2%
Equipment Malfunction	12	3%	52	12%	493	10%	41	10%	118	21%
LASD Return	105	29%	88	20%	1,602	31%	134	31%	151	27%
ACS Expired	1	0%	2	0%	21	0%	2	0%	4	1%
Total	368	100%	437	100%	5,175	100%	432	100%	551	100%



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Los Angeles County MTA Blue Line Approach Summary Report All Locations

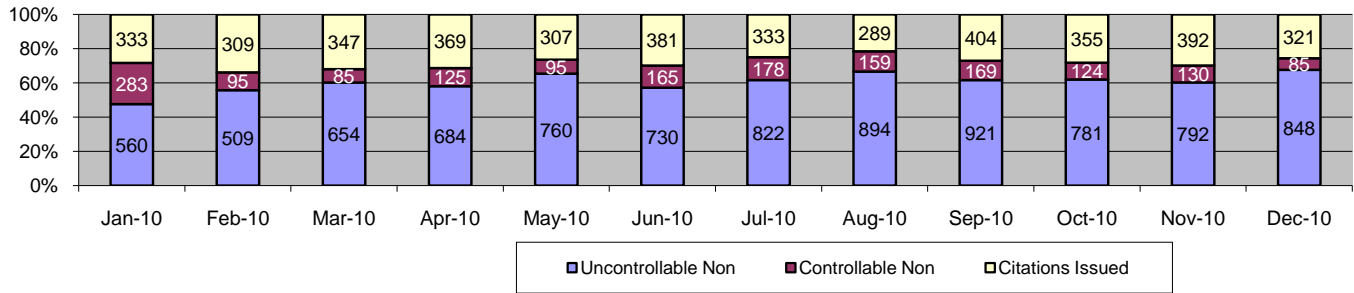


Events	Dec-10		3 Month Average		Year to Date Total		Year to Date Average		2009 Average	
	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events
Non Violations	2,130	76%	2,079	76%	29,535	78%	2,461	78%	3,729	84%
Violations	657	24%	642	24%	8,464	22%	705	22%	726	16%
Total Events	2,787	100%	2,720	100%	37,961	100%	3,163	100%	4,451	100%
<i>Violations</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>
Uncont. Non-Issued Viol	284	43%	290	45%	3,970	47%	331	47%	300	41%
Cont. Non-Issued Viol	127	19%	100	16%	1,285	15%	107	15%	157	22%
Citations	246	37%	254	39%	3,209	38%	267	38%	269	37%
Daily Av. Vehicle Counts	65,979		76,075		989,186		82,432		92,694	
Av. Violation Speed	17.4		16.8		16.7		16.7		16.7	
Av. Issued Speed	17.2		17.2		16.8		16.8		17.2	
Av. Violation Seconds	13.6		15.7		14.7		14.7		17.6	
Av. Issued Seconds	7.8		7.6		9.1		9.1		8.5	
Cal. Days/Enforc. Days	31	28	30	28	365	353	30	29	31	29
Daily Citation Yield	7.94	8.82	8.36	9.12	8.79	9.09	8.79	9.09	8.79	9.17
Cit /Viol. Iss. Rate	37%		39%		38%		38%		37%	
Controllable Iss. Rate	66%		72%		71%		71%		63%	
<i>Non - Violations</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>
Rear Axle Violation	1	0%	3	0%	38	0%	3	0%	4	0%
Gate Down - No Train	44	2%	8	0%	186	1%	16	1%	4	0%
Train Activation	2	0%	10	0%	122	0%	10	0%	61	2%
Right Turn	0	0%	0	0%	0	0%	0	0%	0	0%
No Violation Occurred	2,083	98%	2,058	99%	29,189	99%	2,432	99%	3,661	98%
Total Non Violations	2130	100%	2079	100%	29,535	100%	2461	100%	3729	100%
<i>Uncontrollable Non-Iss</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>
No Plate	53	19%	47	16%	711	18%	59	18%	57	19%
Out of State Plate	5	2%	9	3%	100	3%	8	3%	8	3%
Glare on Plate	4	1%	3	1%	38	1%	3	1%	2	1%
Illegible Plate	1	0%	0	0%	43	1%	4	1%	4	1%
Plate Obstructed	15	5%	10	3%	125	3%	10	3%	14	5%
Windshield Glare	33	12%	39	14%	728	18%	61	18%	48	16%
Driver Obstructed	12	4%	20	7%	283	7%	24	7%	22	7%
Car Obstructed	55	19%	66	23%	803	20%	67	20%	54	18%
Emergency Vehicle	14	5%	20	7%	231	6%	19	6%	22	7%
No DMV Match Found	68	24%	52	18%	723	18%	60	18%	55	18%
LASD Expired	0	0%	5	2%	103	3%	9	3%	12	4%
Other	24	8%	18	6%	82	2%	7	2%	2	1%
Total	284	100%	290	100%	3,970	100%	331	100%	300	100%
<i>Controllable Non-Iss</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>
Framing of Plate	9	7%	8	8%	116	9%	10	9%	7	4%
Focus / Clarity of Plate	7	6%	3	3%	44	3%	4	3%	4	3%
Dark Interior	15	12%	18	18%	157	12%	13	12%	6	4%
Framing of Driver	3	2%	3	3%	55	4%	5	4%	5	3%
Focus / Clarity of Driver	3	2%	1	1%	28	2%	2	2%	1	1%
Framing of Car	22	17%	21	21%	260	20%	22	20%	24	15%
Data Error	1	1%	0	0%	25	2%	2	2%	0	0%
Exposure	34	27%	5	5%	67	5%	6	5%	3	2%
Equipment Malfunction	7	6%	13	13%	67	5%	6	5%	99	63%
LASD Return	25	20%	28	28%	459	36%	38	36%	6	4%
ACS Expired	1	1%	0	0%	7	1%	1	1%	1	0%
Total	127	100%	100	100%	1285	100%	107	100%	157	100%



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Los Angeles County MTA Gold Line Approach Summary Report All Locations

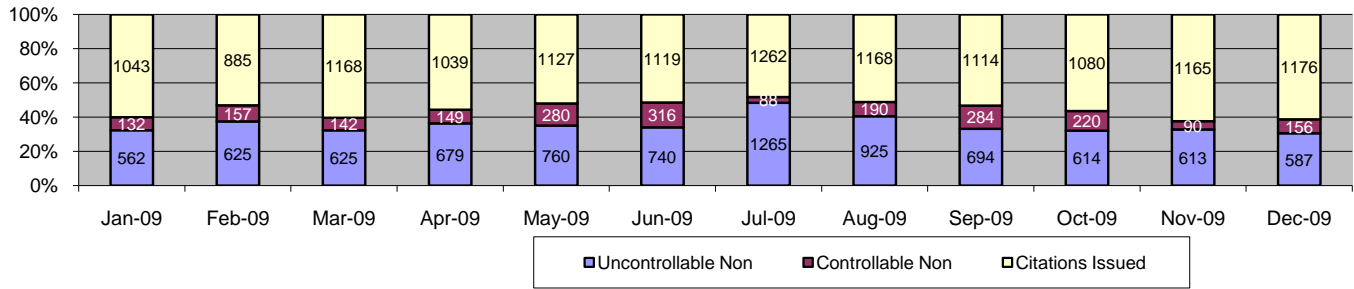


Events	Dec-10		3 Month Average		Year to Date Total		Year to Date Average		2009 Average	
	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events
Non Violations	12,889	91%	11,656	90%	143,757	91%	11,980	91%	5,387	93%
Violations	1,254	9%	1,344	10%	14,751	9%	1,229	9%	418	7%
Total Events	14,143	100%	13,000	100%	158,508	100%	13,209	100%	5,805	100%
<i>Violations</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>
Uncont. Non-Issued Viol	848	68%	826	61%	8,939	61%	745	61%	222	53%
Cont. Non-Issued Viol	85	7%	139	10%	1,686	11%	141	11%	36	9%
Citations	321	26%	379	28%	4,126	28%	344	28%	160	38%
Daily Av. Vehicle Counts	13,423		14,264		181,551		15,129		13,405	
Av. Violation Speed	19.8		19.7		19.9		19.9		16.0	
Av. Issued Speed	19.3		18.6		19.0		19.0		15.6	
Av. Violation Sec.	59.2		56.0		56.9		56.9		48.3	
Av. Issued Sec.	48.1		42.7		48.4		48.4		43.5	
Cal. Days/Enforc. Days	31	31	30	30	365	365	30	30	31	31
Daily Citation Yield	10.35	10.35	12.49	12.49	11.30	11.30	11.30	11.30	5.16	5.16
Cit /Viol. Iss. Rate	26%		28%		28%		28%		38%	
Controllable Iss. Rate	79%		73%		71%		71%		82%	
<i>Non - Violations</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>
Rear Axle Violation	0	0%	1	0%	19	0%	2	0%	1	0%
Right Turn	0	0%	0	0%	0	0%	0	0%	0	0%
No Violation Occurred	12,889	100%	11,655	100%	143,738	100%	11,978	100%	5,386	100%
Total Non Violations	12,889	100%	11,656	100%	143,757	100%	11,980	100%	5,387	100%
<i>Uncontrollable Non-Iss</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>
No Plate	77	9%	87	11%	1,001	11%	83	11%	27	12%
Out of State Plate	8	1%	12	1%	136	2%	11	2%	10	5%
Glare on Plate	9	1%	9	1%	68	1%	6	1%	0	0%
Illegible Plate	5	1%	11	1%	210	2%	18	2%	13	6%
Plate Obstructed	6	1%	3	0%	52	1%	4	1%	3	1%
Windshield Glare	23	3%	31	4%	395	4%	33	4%	3	1%
Driver Obstructed	45	5%	66	8%	565	6%	47	6%	5	2%
Car Obstructed	160	19%	173	21%	1,656	19%	138	19%	16	7%
Emergency Vehicle	416	49%	354	43%	3,679	41%	307	41%	105	47%
No DMV Match Found	61	7%	72	9%	828	9%	69	9%	29	13%
LASD Expired	0	0%	7	1%	273	3%	23	3%	0	0%
Other	38	4%	1	0%	76	1%	6	1%	11	5%
Total	848	100%	826	100%	8,939	100%	745	100%	222	100%
<i>Controllable Non-Iss</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>
Framing of Plate	11	13%	24	17%	263	16%	22	16%	3	8%
Focus / Clarity of Plate	7	8%	5	4%	68	4%	6	4%	0	0%
Dark Interior	19	22%	26	19%	190	11%	16	11%	3	8%
Framing of Driver	17	20%	13	9%	206	12%	17	12%	8	22%
Focus / Clarity of Driver	3	4%	2	1%	22	1%	2	1%	0	0%
Framing of Car	5	6%	23	16%	313	19%	26	19%	6	17%
Data Error	0	0%	1	1%	8	0%	1	0%	0	0%
Exposure	3	4%	2	1%	67	4%	6	4%	2	6%
Equipment Malfunction	0	0%	4	3%	21	1%	2	1%	0	0%
LASD Return	20	24%	39	28%	525	31%	44	31%	14	39%
ACS Expired	0	0%	1	0%	3	0%	0	0%	0	0%
Total	85	100%	139	100%	1,686	100%	141	100%	36	100%



A XEROX Company

Los Angeles County MTA Orange Line Approach Summary Report All Locations



Events	Dec-10		3 Month Average		Year to Date Total		Year to Date Average		2008 Average	
	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events	Quantity	% of Events
Non Violations	5,397	74%	5,910	75%	48,239	67%	4,020	67%	1,657	39%
Violations	1,919	26%	1,958	25%	24,239	33%	2,020	33%	2,595	61%
Total Events	7,316	100%	7,868	100%	72,478	100%	6,040	100%	4,252	100%
<i>Violations</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>	<i>Quantity</i>	<i>% of Viol</i>
Uncont. Non-Issued Viol	587	31%	640	33%	8,689	36%	724	36%	895	34%
Cont. Non-Issued Viol	156	8%	198	10%	2,204	9%	184	9%	358	14%
Citations	1,176	61%	1,120	57%	13,346	55%	1,112	55%	1,343	52%
Daily Av. Vehicle Counts	213,112		234,482		2,776,198		231,350		222,018	
Av. Violation Speed	24.5		24.5		24.8		24.8		24.4	
Av. Issued Speed	24.9		25.0		25.3		25.3		25.2	
Av. Violation Sec.	10.4		10.2		10.1		10.1		9.5	
Av. Issued Sec.	9.8		9.8		9.5		9.5		8.9	
Cal. Days/Enforc. Days	31	31	30	30	378	365	31	30	31	31
Daily Citation Yield	37.9	37.9	36.9	36.9	35.4	36.6	35.4	36.6	43.3	43.3
Cit /Viol. Iss. Rate	61%		57%		55%		55%		52%	
Controllable Iss. Rate	88%		85%		86%		86%		79%	
<i>Non - Violations</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>	<i>Quantity</i>	<i>% Non-Viol</i>
Rear Axle Violation	15	0%	11	0%	241	0%	20	0%	7	0%
Right Turn	16	0%	19	0%	245	1%	20	1%	21	1%
No Violation Occurred	5,366	99%	5,879	99%	47,753	99%	3,979	99%	1,629	98%
Total Non Violations	5,397	100%	5,910	100%	48,239	100%	4,020	100%	1,656	100%
<i>Uncontrollable Non-Iss</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>	<i>Quantity</i>	<i>% of Un.Non</i>
No Plate	178	30%	184	29%	2,117	24%	176	24%	288	32%
Out of State Plate	31	5%	35	5%	380	4%	32	4%	41	5%
Glare on Plate	6	1%	6	1%	55	1%	5	1%	10	1%
Illegible Plate	1	0%	4	1%	79	1%	7	1%	7	1%
Plate Obstructed	9	2%	10	2%	113	1%	9	1%	12	1%
Windshield Glare	70	12%	100	16%	1,282	15%	107	15%	169	19%
Driver Obstructed	54	9%	38	6%	435	5%	36	5%	60	7%
Car Obstructed	23	4%	23	4%	265	3%	22	3%	21	2%
Emergency Vehicle	103	18%	104	16%	1,093	13%	91	13%	106	12%
No DMV Match Found	102	17%	119	19%	1,459	17%	122	17%	162	18%
LASD Expired	4	1%	1	0%	113	1%	9	1%	6	1%
Other	6	1%	15	2%	1,298	15%	108	15%	12	1%
Total	587	100%	640	100%	8,689	100%	724	100%	895	100%
<i>Controllable Non-Iss</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>	<i>Quantity</i>	<i>% Cont. Non</i>
Framing of Plate	6	4%	6	3%	50	2%	4	2%	24	7%
Focus / Clarity of Plate	7	4%	4	2%	51	2%	4	2%	10	3%
Dark Interior	68	44%	65	33%	639	29%	53	29%	36	10%
Framing of Driver	1	1%	0	0%	16	1%	1	1%	23	6%
Focus / Clarity of Driver	5	3%	6	3%	115	5%	10	5%	10	3%
Framing of Car	3	2%	6	3%	80	4%	7	4%	19	5%
Data Error	1	1%	1	0%	19	1%	2	1%	82	23%
Exposure	0	0%	55	28%	200	9%	17	9%	4	1%
Equipment Malfunction	5	3%	35	18%	405	18%	34	18%	19	5%
LASD Return	60	38%	21	10%	618	28%	52	28%	130	36%
ACS Expired	0	0%	1	1%	11	0%	1	0%	3	1%
Total	156	100%	198	100%	2,204	100%	184	100%	358	100%

Calls For Information

Reason for Call	Dec-10	3 Month Average	Year to Date Average	Year to Date Total	2009 Average
<i>Appointment</i>	26	37	43	515	51
<i>Bail</i>	65	65	64	764	78
<i>Complaint</i>	0	0	1	16	0
<i>Contest Violation</i>	90	75	63	754	56
<i>Courtesy Notice</i>	0	0	0	2	0
<i>Explain Citation</i>	13	8	14	170	12
<i>Explain Court</i>	1	0	1	7	1
<i>Explain the Project</i>	0	0	2	23	0
<i>Extension</i>	38	31	25	295	24
<i>Other</i>	0	0	0	2	0
<i>Affidavit of Non-Liability</i>	51	70	63	758	61
<i>Affidavit of Non-Liability Status</i>	7	34	13	154	5
<i>Traffic School</i>	17	23	22	261	29
Total Calls	308	343	310	3721	317
Appointments Scheduled	24	36	40	474	44
Affidavits of Non-Liability Processed	307	331	335	3975	309
Court Packets Prepared	307	206	209	2511	239

Calls For Information

Reason for Call	Dec-10	3 Month Average	Year to Date Average	Year to Date Total	2009 Average
<i>Appointment</i>	7	5	5	65	6
<i>Bail</i>	5	9	9	110	11
<i>Complaint</i>	0	0	0	5	0
<i>Contest Violation</i>	14	11	9	108	10
<i>Courtesy Notice</i>	0	0	0	0	0
<i>Explain Citation</i>	1	1	2	21	1
<i>Explain Court</i>	0	0	0	1	0
<i>Explain the Project</i>	0	0	0	0	0
<i>Extension</i>	5	6	5	55	4
<i>Other</i>	0	0	0	1	0
<i>Affidavit of Non-Liability</i>	9	11	11	126	10
<i>Affidavit of Non-Liability Status</i>	1	29	8	94	1
<i>Traffic School</i>	0	1	2	20	3
Total Calls	42	73	51	606	47
Appointments Scheduled	6	4	5	57	6
Affidavits of Non-Liability Processed	40	55	54	646	53
Court Packets Prepared	45	29	26	311	39

Calls For Information

Reason for Call	Dec-10	3 Month Average	Year to Date Average	Year to Date Total	2009 Average*
<i>Appointment</i>	7	9	9	102	NA
<i>Bail</i>	12	11	8	101	NA
<i>Complaint</i>	0	0	1	7	NA
<i>Contest Violation</i>	17	14	10	114	NA
<i>Courtesy Notice</i>	0	0	0	2	NA
<i>Explain Citation</i>	3	2	2	25	NA
<i>Explain Court</i>	1	0	0	1	NA
<i>Explain the Project</i>	0	0	0	4	NA
<i>Extension</i>	4	4	3	34	NA
<i>Other</i>	0	0	0	0	NA
<i>Affidavit of Non-Liability</i>	10	11	11	126	NA
<i>Affidavit of Non-Liability Status</i>	0	1	1	11	NA
<i>Traffic School</i>	0	2	3	29	NA
Total Calls	54	54	47	556	NA
Appointments Scheduled	6	7	7	83	NA
Affidavits of Non-Liability Processed	40	57	50	553	NA
Court Packets Prepared	84	8	12	149	NA

Calls For Information

Reason for Call	Dec-10	3 Month Average	Year to Date Average	Year to Date Total	2009 Average
<i>Appointment</i>	12	23	29	348	44
<i>Bail</i>	48	45	46	553	67
<i>Complaint</i>	0	0	0	4	0
<i>Contest Violation</i>	59	49	44	532	46
<i>Courtesy Notice</i>		0	0	0	0
<i>Explain Citation</i>	9	6	10	124	11
<i>Explain Court</i>	0	0	0	5	1
<i>Explain the Project</i>	0	0	2	19	0
<i>Extension</i>	29	21	17	206	20
<i>Other</i>	0	0	0	1	0
<i>Affidavit of Non-Liability</i>	32	48	42	506	51
<i>Affidavit of Non-Liability Status</i>	6	4	4	49	4
<i>Traffic School</i>	17	20	18	212	26
Total Calls	212	217	213	2559	270
Appointments Scheduled	12	25	28	334	37
Affidavits of Non-Liability Processed	227	219	231	2776	256
Court Packets Prepared	178	169	171	2051	201

Los Angeles County MTA - All
Disposition Summary Report
December 2010



	Dec-10		3 Month Average		YTD Total		YTD Average		2009 Average	
Disposition Type	Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid	
<i>Bail Forfeiture</i>	450	\$220,196.00	482	\$234,386.00	5,151	\$2,453,773.00	433	\$206,365.42	520	\$218,947.00
<i>Fine Paid</i>	149	\$68,731.00	119	\$56,206.67	1,621	\$804,735.98	136	\$67,261.51	152	\$64,319.25
<i>Department Void</i>	12	\$0.00	12	\$0.00	225	\$0.00	19	\$0.00	19	\$0.00
<i>Not Guilty</i>	215	\$0.00	225	\$0.00	1,903	\$0.00	162	\$0.00	128	\$0.00
<i>Section D Void</i>	371	\$0.00	393	\$0.00	4,284	\$0.00	361	\$0.00	382	\$0.00
<i>Traffic School</i>	415	\$208,237.00	488	\$246,709.00	5,815	\$2,932,119.00	488	\$245,888.23	621	\$256,613.39
Court Gross Total	1,612	\$497,164.00	1,720	\$537,301.67	18,999	\$6,190,627.98	1,599	\$519,515.17	1,823	\$539,879.64
MTA Gross Total*	1,014	\$147,283.44	1,090	\$157,838.25	12,587	\$1,831,406.07	1,057	\$153,766.32	1,293	\$198,063.36

*Logic built on following model (assuming the new 2009 fine and fee structure):

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



A **xerox** Company

**Los Angeles County MTA Blue Line
Disposition Summary Report
December 2010**

	Dec-09		3 Month Average		YTD Total		YTD Average		2009 Average	
Disposition Type	Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid	
<i>Bail Forfeiture</i>	63	\$30,890.00	75	\$36,278.00	898	\$426,083.00	75	\$35,506.92	75	\$33,529.92
<i>Fine Paid</i>	23	\$11,984.00	17	\$8,558.67	240	\$118,937.98	20	\$9,911.50	25	\$10,850.79
<i>Department Void</i>	0	\$0.00	3	\$0.00	22	\$0.00	2	\$0.00	3	\$0.00
<i>Not Guilty</i>	22	\$0.00	16	\$0.00	215	\$0.00	18	\$0.00	21	\$0.00
<i>Section D Void</i>	36	\$0.00	53	\$0.00	650	\$0.00	54	\$0.00	53	\$0.00
<i>Traffic School</i>	37	\$19,390.00	46	\$23,668.33	593	\$298,781.00	49	\$24,898.42	55	\$25,143.42
Court Gross Total	181	\$62,264.00	210	\$68,505.00	2,618	\$843,801.98	218	\$70,316.83	232	\$69,524.13
MTA Gross Total*	123	\$17,802.51	491	\$20,040.82	1731	\$250,880.43	144	\$20,906.70	155	\$22,448.68

*Logic built on following model (assuming the new 2009 fine and fee structure):

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



A **xerox** Company

**Los Angeles County MTA Gold Line
Disposition Summary Report
December 2010**

	Dec-10		3 Month Average		YTD Total		YTD Average		2009 Average	
Disposition Type	Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid	
<i>Bail Forfeiture</i>	58	\$28,096.00	73	\$34,292.00	534	\$248,733.00	49	\$22,612.09	NA	NA
<i>Fine Paid</i>	11	\$3,299.00	11	\$3,405.00	73	\$26,423.00	7	\$2,402.09	NA	NA
<i>Department Void</i>	2	\$0.00	4	\$0.00	25	\$0.00	2	\$0.00	NA	NA
<i>Not Guilty</i>	94	\$0.00	79	\$0.00	485	\$0.00	44	\$0.00	NA	NA
<i>Section D Void</i>	85	\$0.00	75	\$0.00	524	\$0.00	48	\$0.00	NA	NA
<i>Traffic School</i>	73	\$32,427.00	60	\$27,364.00	437	\$203,938.00	40	\$18,539.82	NA	NA
Court Gross Total	323	\$63,822.00	302	\$65,061.00	2,078	\$479,094.00	189	\$43,554.00	NA	NA
MTA Gross Total*	142	\$20,696.04	144	\$20,873.04	1,044	\$151,687.02	95	\$13,789.73	NA	NA

*Logic built on following model (assuming the new 2009 fine and fee structure):

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



A **xerox** Company

Los Angeles County MTA Orange Line Disposition Summary Report December 2010

	Dec-10		3 Month Average		YTD Total		YTD Average		2009 Average	
Disposition Type	Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid	
<i>Bail Forfeiture</i>	329	\$161,210.00	335	\$163,816.00	3,719	\$1,778,957.00	310	\$148,246.42	445	\$185,417.08
<i>Fine Paid</i>	115	\$53,448.00	91	\$44,243.00	1,308	\$659,375.00	109	\$54,947.92	127	\$53,468.46
<i>Department Void</i>	10	\$0.00	5	\$0.00	178	\$0.00	15	\$0.00	16	\$0.00
<i>Not Guilty</i>	99	\$0.00	130	\$0.00	1,203	\$0.00	100	\$0.00	107	\$0.00
<i>Section D Void</i>	250	\$0.00	265	\$0.00	3,110	\$0.00	259	\$0.00	330	\$0.00
<i>Traffic School</i>	305	\$156,420.00	382	\$195,676.67	4,785	\$2,429,400.00	399	\$202,450.00	566	\$231,469.98
Court Gross Total	1108	\$371,078.00	1,207	\$403,735.67	14,303	\$4,867,732.00	1,192	\$405,644.33	1,590	\$470,355.51
MTA Gross Total*	749	\$108,784.89	808	\$116,924.39	9,812	\$1,428,838.62	818	\$119,069.89	1,138	\$174,267.44

*Logic built on following model (assuming the new 2009 fine and fee structure):

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for

	<u>Total</u> <u>Events</u>	<u>Non</u> <u>Violations</u>	<u>Potential</u> <u>Violations</u>	<u>Percent</u> <u>Citable</u>	<u>Non Issued</u> <u>Violations</u>	<u>No DMV</u> <u>Match</u>	<u>Police/</u> <u>Client</u> <u>Rejected</u>	<u>Citations</u> <u>Issued</u>	<u>DMV</u> <u>Match</u> <u>Rate</u>	<u>Issuance</u> <u>Rate</u>	<u>Dispo</u> <u>Paid</u>	<u>Pay</u> <u>Rate</u>	<u>Closed</u> <u>No Pay</u>	<u>Pending</u>	<u>Closure</u> <u>Rate</u>	<u>Contest</u> <u>Rate</u>
Jan-04	5,235	4,080	1,155	22.06%	420	11	1	735	98.53%	63.64%	541	74%	43	151	79%	NA
Feb-04	4,775	3,564	1,211	25.36%	450	13	6	761	98.33%	62.84%	562	74%	53	146	81%	NA
Mar-04	5,478	4,052	1,426	26.03%	637	20	3	789	97.54%	55.33%	569	72%	47	173	78%	NA
Apr-04	4,159	2,638	1,521	36.57%	788	20	6	733	97.36%	48.19%	551	75%	50	132	82%	NA
May-04	4,008	2,442	1,566	39.07%	595	24	4	971	97.60%	62.01%	684	70%	66	221	77%	NA
Jun-04	3,563	2,232	1,331	37.36%	729	22	2	602	96.49%	45.23%	421	70%	45	136	77%	NA
Jul-04	3,772	2,425	1,347	35.71%	532	19	4	815	97.73%	60.50%	582	71%	64	169	79%	NA
Aug-04	3,476	2,270	1,206	34.70%	696	28	12	510	94.91%	42.29%	366	72%	38	106	79%	NA
Sep-04	3,701	2,417	1,284	34.69%	823	22	6	461	95.50%	35.90%	340	74%	33	88	81%	NA
Oct-04	3,497	2,260	1,237	35.37%	549	15	3	688	97.88%	55.62%	487	71%	65	136	80%	NA
Nov-04	3,218	2,056	1,162	36.11%	467	20	15	695	97.26%	59.81%	500	72%	44	151	78%	NA
Dec-04	3,843	2,736	1,107	28.81%	590	15	14	517	97.25%	46.70%	375	73%	49	93	82%	NA
Jan-05	3,656	2,621	1,035	28.31%	456	15	41	579	97.64%	55.94%	421	73%	36	122	79%	NA
Feb-05	3,200	2,207	993	31.03%	440	9	27	553	98.47%	55.69%	404	73%	43	106	81%	NA
Mar-05	3,156	2,116	1,040	32.95%	454	26	29	586	95.94%	56.35%	435	74%	47	104	82%	NA
Apr-05	3,688	2,383	1,305	35.39%	755	126	32	550	82.20%	42.15%	403	73%	48	99	82%	NA
May-05	3,617	2,390	1,227	33.92%	618	117	24	609	84.40%	49.63%	441	72%	52	116	81%	NA
Jun-05	3,871	2,719	1,152	29.76%	650	114	41	502	82.65%	43.58%	351	70%	38	113	77%	NA
Jul-05	3,507	2,277	1,230	35.07%	538	111	0	692	86.18%	56.26%	457	66%	102	133	81%	NA
Aug-05	3,711	2,481	1,230	33.14%	675	142	19	555	80.17%	45.12%	395	71%	46	114	79%	NA
Sep-05	3,855	2,629	1,226	31.80%	562	125	8	664	84.32%	54.16%	475	72%	50	139	79%	NA
Oct-05	4,897	3,728	1,169	23.87%	566	97	18	603	86.49%	51.58%	420	70%	57	126	79%	NA
Nov-05	4,956	3,785	1,171	23.63%	633	105	16	538	84.07%	45.94%	398	74%	34	106	80%	NA
Dec-05	4,919	3,937	982	19.96%	529	116	26	453	80.50%	46.13%	345	76%	35	73	84%	NA
Jan-06	4,752	3,726	1,026	21.59%	558	98	30	468	83.56%	45.61%	348	74%	39	81	83%	14.7%
Feb-06	4,929	3,808	1,121	22.74%	657	97	33	464	83.67%	41.39%	338	73%	34	92	80%	9.3%
Mar-06	5,620	4,412	1,208	21.49%	710	110	72	498	83.82%	41.23%	346	69%	56	96	81%	11.3%
Apr-06	5,159	4,084	1,075	20.84%	572	126	30	503	80.88%	46.79%	368	73%	53	82	84%	19.1%
May-06	4,914	3,801	1,113	22.65%	566	124	26	547	82.21%	49.15%	397	73%	56	94	83%	19.5%
Jun-06	4,855	3,834	1,021	21.03%	531	153	17	490	76.82%	47.99%	366	75%	39	85	83%	14.5%
Jul-06	4,835	3,620	1,215	25.13%	647	108	40	568	84.92%	46.75%	396	70%	59	113	80%	11.6%
Aug-06	8,531	4,436	4,095	48.00%	3,555	168	39	540	77.51%	13.19%	401	74%	47	92	83%	16.8%
Sep-06	8,699	4,330	4,369	50.22%	2,264	314	44	2,105	87.25%	48.18%	1,650	78%	186	269	87%	13.4%
Oct-06	11,421	7,032	4,389	38.43%	1,982	406	54	2,407	85.84%	54.84%	1,899	79%	205	303	87%	24.0%
Nov-06	18,486	13,562	4,924	26.64%	2,892	281	79	2,032	88.25%	41.27%	1,568	77%	173	291	86%	29.5%
Dec-06	18,900	14,123	4,777	25.28%	2,489	318	94	2,288	88.22%	47.90%	1,789	78%	175	324	86%	42.4%
Jan-07	15,064	10,592	4,472	29.69%	2,198	314	92	2,274	88.28%	50.85%	1,748	77%	178	348	85%	12.0%
Feb-07	11,643	7,418	4,225	36.29%	2,093	395	76	2,132	84.83%	50.46%	1,650	77%	180	302	86%	11.5%
Mar-07	11,388	6,587	4,801	42.16%	2,228	509	107	2,573	84.04%	53.59%	2,032	79%	208	333	87%	9.2%
Apr-07	10,374	6,353	4,021	38.76%	1,675	394	123	2,346	86.24%	58.34%	1,834	78%	187	325	86%	17.6%
May-07	5,883	2,114	3,769	64.07%	1,275	368	113	2,494	87.63%	66.17%	1,900	76%	170	424	83%	12.9%
Jun-07	8,806	4,314	4,492	51.01%	2,102	413	121	2,390	85.88%	53.21%	1,826	76%	154	410	83%	17.5%
Jul-07	8,813	4,156	4,657	52.84%	2,851	389	139	1,806	83.33%	38.78%	1,311	73%	132	363	80%	16.3%
Aug-07	9,965	5,410	4,555	45.71%	2,368	451	197	2,187	84.09%	48.01%	1,566	72%	161	460	79%	24.8%
Sep-07	7,925	4,316	3,609	45.54%	1,699	349	155	1,910	85.54%	52.92%	1,281	67%	145	484	75%	14.6%

	<u>Total</u> <u>Events</u>	<u>Non</u> <u>Violations</u>	<u>Potential</u> <u>Violations</u>	<u>Percent</u> <u>Citable</u>	<u>Non Issued</u> <u>Violations</u>	<u>No DMV</u> <u>Match</u>	<u>Police/</u> <u>Client</u> <u>Rejected</u>	<u>Citations</u> <u>Issued</u>	<u>DMV</u> <u>Match</u> <u>Rate</u>	<u>Issuance</u> <u>Rate</u>	<u>Dispo</u> <u>Paid</u>	<u>Pay</u> <u>Rate</u>	<u>Closed</u> <u>No Pay</u>	<u>Pending</u>	<u>Closure</u> <u>Rate</u>	<u>Contest</u> <u>Rate</u>
Oct-07	11,109	6,867	4,242	38.19%	2,240	315	236	2,002	87.66%	47.19%	1,307	65%	186	509	75%	21.2%
Nov-07	12,043	7,845	4,198	34.86%	2,114	295	153	2,084	88.35%	49.64%	1,285	62%	313	486	77%	24.1%
Dec-07	10,346	6,442	3,904	37.73%	2,138	329	191	1,766	85.61%	45.24%	1,143	65%	256	367	79%	21.2%
Jan-08	10,209	6,698	3,511	34.39%	1,821	300	166	1,690	86.09%	48.13%	1,313	78%	178	199	88%	22.2%
Feb-08	11,223	7,742	3,481	31.02%	1,940	279	207	1,541	86.24%	44.27%	1,149	75%	193	199	87%	21.3%
Mar-08	11,457	7,412	4,045	35.31%	2,460	279	150	1,585	86.15%	39.18%	1,175	74%	178	232	85%	21.2%
Apr-08	10,676	6,799	3,877	36.32%	2,322	228	72	1,555	87.71%	40.11%	1,190	77%	142	223	86%	25.2%
May-08	11,037	7,021	4,016	36.39%	2,548	241	159	1,468	87.10%	36.55%	1,126	77%	134	208	86%	19.0%
Jun-08	9,918	5,834	4,084	41.18%	2,438	256	120	1,646	87.34%	40.30%	1,268	77%	145	233	86%	27.7%
Jul-08	9,833	6,298	3,535	35.95%	1,975	244	97	1,560	87.16%	44.13%	1,134	73%	203	223	86%	23.9%
Aug-08	9,212	5,605	3,607	39.16%	1,909	258	163	1,698	87.82%	47.08%	1,214	71%	199	285	83%	17.6%
Sep-08	9,495	6,072	3,423	36.05%	1,667	250	101	1,756	88.13%	51.30%	1,309	75%	202	245	86%	32.5%
Oct-08	9,457	6,028	3,429	36.26%	1,630	198	115	1,799	90.63%	52.46%	1,280	71%	182	337	81%	20.0%
Nov-08	8,619	5,675	2,944	34.16%	1,287	210	125	1,657	89.46%	56.28%	1,189	72%	201	267	84%	17.2%
Dec-08	9,054	6,031	3,023	33.39%	1,315	214	97	1,708	89.40%	56.50%	1,205	71%	263	240	86%	17.7%
Jan-09	8,541	5,582	2,959	34.64%	1,259	225	87	1,700	88.82%	57.45%	1,220	72%	236	244	86%	19.9%
Feb-09	8,362	5,647	2,715	32.47%	1,207	186	65	1,508	89.43%	55.54%	1,084	72%	218	206	86%	26.6%
Mar-09	8,928	5,836	3,092	34.63%	1,503	215	88	1,589	88.64%	51.39%	1,173	74%	177	239	85%	16.6%
Apr-09	9,141	5,849	3,292	36.01%	1,708	156	76	1,584	91.41%	48.12%	1,114	70%	227	243	85%	21.2%
May-09	8,491	5,536	2,955	34.80%	1,381	231	102	1,574	87.89%	53.27%	1,110	71%	222	242	85%	21.5%
Jun-09	7,545	4,904	2,641	35.00%	1,281	172	114	1,360	89.55%	51.50%	926	68%	216	218	84%	26.5%
Jul-09	7,643	4,934	2,709	35.44%	1,261	211	43	1,448	87.60%	53.45%	1,042	72%	170	236	84%	22.2%
Aug-09	7,696	5,109	2,587	33.61%	1,191	202	63	1,396	87.84%	53.96%	943	68%	224	229	84%	18.0%
Sep-09	6,956	4,586	2,370	34.07%	1,045	172	109	1,325	89.29%	55.91%	864	65%	240	221	83%	14.5%
Oct-09	8,099	5,388	2,711	33.47%	1,263	200	84	1,448	88.45%	53.41%	972	67%	242	234	84%	27.2%
Nov-09	6,880	4,415	2,465	35.83%	1,174	171	83	1,291	88.93%	52.37%	851	66%	202	238	82%	8.1%
Dec-09	13,304	10,321	2,983	22.42%	1,470	213	112	1,513	88.41%	50.72%	1,000	66%	198	315	79%	6.5%
Jan-10	18,964	15,484	3,480	18.35%	1,883	231	158	1,597	88.37%	45.89%	1,003	63%	272	322	80%	18.3%
Feb-10	17,444	14,122	3,322	19.04%	1,830	259	128	1,492	86.22%	44.91%	849	57%	283	360	76%	19.3%
Mar-10	19,875	16,063	3,812	19.18%	1,980	271	126	1,832	87.84%	48.06%	1,036	57%	345	451	75%	21.7%
Apr-10	21,806	18,011	3,795	17.40%	2,130	253	172	1,665	87.89%	43.87%	904	54%	351	410	75%	19.3%
May-10	20,029	15,967	4,062	20.28%	2,402	290	222	1,660	86.65%	40.87%	865	52%	349	446	73%	18.3%
Jun-10	23,143	18,911	4,232	18.29%	2,423	236	136	1,809	89.18%	42.75%	898	50%	346	565	69%	20.7%
Jul-10	26,169	21,545	4,624	17.67%	2,785	245	122	1,839	88.89%	39.77%	885	48%	326	628	66%	27.4%
Aug-10	26,509	22,079	4,430	16.71%	2,678	264	170	1,752	87.92%	39.55%	717	41%	246	789	55%	22.2%
Sep-10	25,114	20,901	4,213	16.78%	2,450	234	91	1,763	88.79%	41.85%	611	35%	172	980	44%	26.7%
Oct-10	22,973	19,195	3,778	16.45%	2,081	253	60	1,697	87.41%	44.92%	471	28%	122	1,104	35%	22.7%
Nov-10	22,675	18,837	3,838	16.93%	2,044	243	112	1,794	88.69%	46.74%	314	18%	116	1,364	24%	19.8%
Dec-10	24,246	20,416	3,830	15.80%	2,087	231	105	1,743	88.89%	45.51%	185	11%	135	1,423	18%	34.7%
Total	810,941	576,480	234,461	28.91%	122,384	16,477	6,818	112,077	87.83%	47.80%	75,261	72.28%	12,432	24,384	83.62%	20.39%

* Pay Rate and Closure Rate percentages are based on a 3 month (90 day) lag

** Contested Citations Data Available from January 2006 to present

*** Contested Citations take into account a 3 month (90 day) lag from the violation date to the trail date.

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>DMV Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Contest Rate</u>
Jan-04	5235	4080	1155	22.06%	420	11	1	735	98.53%	63.64%	541	74%	43	151	79%	-
Feb-04	4775	3564	1211	25.36%	450	13	6	761	98.33%	62.84%	562	74%	53	146	81%	-
Mar-04	5478	4052	1426	26.03%	637	20	3	789	97.54%	55.33%	569	72%	47	173	78%	-
Apr-04	4159	2638	1521	36.57%	788	20	6	733	97.36%	48.19%	551	75%	50	132	82%	-
May-04	4008	2442	1566	39.07%	595	24	4	971	97.60%	62.01%	684	70%	66	221	77%	-
Jun-04	3563	2232	1331	37.36%	729	22	2	602	96.49%	45.23%	421	70%	45	136	77%	-
Jul-04	3772	2425	1347	35.71%	532	19	4	815	97.73%	60.50%	582	71%	64	169	79%	-
Aug-04	3476	2270	1206	34.70%	696	28	12	510	94.91%	42.29%	366	72%	38	106	79%	-
Sep-04	3701	2417	1284	34.69%	823	22	6	461	95.50%	35.90%	340	74%	33	88	81%	-
Oct-04	3497	2260	1237	35.37%	549	15	3	688	97.88%	55.62%	487	71%	65	136	80%	-
Nov-04	3218	2056	1162	36.11%	467	20	15	695	97.26%	59.81%	500	72%	44	151	78%	-
Dec-04	3843	2736	1107	28.81%	590	15	14	517	97.25%	46.70%	375	73%	49	93	82%	-
Jan-05	3656	2621	1035	28.31%	456	15	41	579	97.64%	55.94%	421	73%	36	122	79%	-
Feb-05	3200	2207	993	31.03%	440	9	27	553	98.47%	55.69%	404	73%	43	106	81%	-
Mar-05	3156	2116	1040	32.95%	454	26	29	586	95.94%	56.35%	435	74%	47	104	82%	-
Apr-05	3688	2383	1305	35.39%	755	126	32	550	82.20%	42.15%	403	73%	48	99	82%	-
May-05	3617	2390	1227	33.92%	618	117	24	609	84.40%	49.63%	441	72%	52	116	81%	-
Jun-05	3871	2719	1152	29.76%	650	114	41	502	82.65%	43.58%	351	70%	38	113	77%	-
Jul-05	3507	2277	1230	35.07%	538	111	0	692	86.18%	56.26%	457	66%	102	133	81%	-
Aug-05	3711	2481	1230	33.14%	675	142	19	555	80.17%	45.12%	395	71%	46	114	79%	-
Sep-05	3855	2629	1226	31.80%	562	125	8	664	84.32%	54.16%	475	72%	50	139	79%	-
Oct-05	4897	3728	1169	23.87%	566	97	18	603	86.49%	51.58%	420	70%	57	126	79%	-
Nov-05	4956	3785	1171	23.63%	633	105	16	538	84.07%	45.94%	398	74%	34	106	80%	-
Dec-05	4919	3937	982	19.96%	529	116	26	453	80.50%	46.13%	345	76%	35	73	84%	-
Jan-06	4752	3726	1026	21.59%	558	98	30	468	83.56%	45.61%	348	74%	39	81	83%	14.74%
Feb-06	4929	3808	1121	22.74%	657	97	33	464	83.67%	41.39%	338	73%	34	92	80%	9.29%
Mar-06	5620	4412	1208	21.49%	710	110	72	498	83.82%	41.23%	346	69%	56	96	81%	11.31%
Apr-06	5159	4084	1075	20.84%	572	126	30	503	80.88%	46.79%	368	73%	53	82	84%	19.13%
May-06	4914	3801	1113	22.65%	566	124	26	547	82.21%	49.15%	397	73%	56	94	83%	19.54%
Jun-06	4855	3834	1021	21.03%	531	153	17	490	76.82%	47.99%	366	75%	39	85	83%	14.50%
Jul-06	4835	3620	1215	25.13%	647	108	40	568	84.92%	46.75%	396	70%	59	113	80%	11.56%
Aug-06	4677	3572	1105	23.63%	820	123	19	285	71.19%	25.79%	196	69%	27	62	78%	16.85%
Sep-06	4487	3396	1091	24.31%	702	115	21	389	78.10%	35.66%	265	68%	46	78	80%	13.35%
Oct-06	7566	6244	1322	17.47%	913	181	27	409	70.66%	30.94%	303	74%	21	85	79%	14.21%
Nov-06	5897	4690	1207	20.47%	706	112	52	501	83.16%	41.51%	359	72%	49	93	81%	10.61%
Dec-06	5891	4671	1220	20.71%	697	128	78	523	82.44%	42.87%	378	72%	35	110	79%	36.22%
Jan-07	5244	4035	1209	23.05%	822	129	63	387	77.72%	32.01%	274	71%	37	76	80%	15.09%
Feb-07	4897	3777	1120	22.87%	913	140	61	207	65.69%	18.48%	154	74%	17	36	83%	21.45%
Mar-07	5936	4506	1430	24.09%	967	191	90	463	74.33%	32.38%	326	70%	51	86	81%	11.14%
Apr-07	5139	4237	902	17.55%	595	111	88	307	78.06%	34.04%	202	66%	54	51	83%	24.07%
May-07	1148	471	677	58.97%	270	100	76	407	82.85%	60.12%	289	71%	30	88	78%	18.25%
Jun-07	3802	2589	1213	31.90%	955	125	85	258	73.29%	21.27%	179	69%	13	66	74%	37.01%
Jul-07	3417	2250	1167	34.15%	932	116	96	235	74.05%	20.14%	147	63%	20	68	71%	12.27%
Aug-07	4301	3151	1150	26.74%	861	130	66	289	73.20%	25.13%	193	67%	21	75	74%	48.51%
Sep-07	3904	3069	835	21.39%	588	104	56	247	74.45%	29.58%	144	58%	21	82	67%	13.84%

	<u>Total</u> <u>Events</u>	<u>Non</u> <u>Violations</u>	<u>Potential</u> <u>Violations</u>	<u>Percent</u> <u>Citable</u>	<u>Non Issued</u> <u>Violations</u>	<u>No DMV</u> <u>Match</u>	<u>Police/</u> <u>Client</u> <u>Rejected</u>	<u>Citations</u> <u>Issued</u>	<u>DMV</u> <u>Match</u> <u>Rate</u>	<u>Issuance</u> <u>Rate</u>	<u>Dispo</u> <u>Paid</u>	<u>Pay</u> <u>Rate</u>	<u>Closed</u> <u>No Pay</u>	<u>Pending</u>	<u>Closure</u> <u>Rate</u>	<u>Contest</u> <u>Rate</u>
Oct-07	6157	5056	1101	17.88%	771	100	43	330	78.86%	29.97%	184	56%	40	106	68%	29.61%
Nov-07	7367	6035	1332	18.08%	913	115	2	419	78.54%	31.46%	172	41%	159	88	79%	29.93%
Dec-07	5880	4659	1221	20.77%	869	122	0	352	74.26%	28.83%	158	45%	116	78	78%	24.87%
Jan-08	6059	5047	1012	16.70%	679	112	0	333	74.83%	32.91%	208	62%	81	44	87%	28.47%
Feb-08	7348	6296	1052	14.32%	695	122	1	357	74.58%	33.94%	211	59%	87	59	83%	32.61%
Mar-08	6761	5525	1236	18.28%	890	110	2	346	75.98%	27.99%	189	55%	95	62	82%	19.19%
Apr-08	6259	4964	1295	20.69%	1025	94	0	270	74.18%	20.85%	181	67%	45	44	84%	36.08%
May-08	6273	5174	1099	17.52%	906	63	2	193	75.58%	17.56%	118	61%	41	34	82%	24.04%
Jun-08	5517	4350	1167	21.15%	957	74	0	210	73.94%	17.99%	131	62%	40	39	81%	19.43%
Jul-08	5736	4740	996	17.36%	745	74	3	251	77.44%	25.20%	171	68%	38	42	83%	21.69%
Aug-08	5001	3982	1019	20.38%	687	91	2	332	78.59%	32.58%	201	61%	72	59	82%	12.71%
Sep-08	5049	4204	845	16.74%	514	77	1	331	81.17%	39.17%	192	58%	75	64	81%	40.68%
Oct-08	5045	4313	732	14.51%	451	59	0	281	82.65%	38.39%	147	52%	49	85	70%	33.59%
Nov-08	4824	4190	634	13.14%	339	65	0	295	81.94%	46.53%	163	55%	61	71	76%	23.98%
Dec-08	5295	4552	743	14.03%	391	70	0	352	83.41%	47.38%	163	46%	144	45	87%	14.93%
Jan-09	4838	4178	660	13.64%	377	68	0	283	80.63%	42.88%	137	48%	90	56	80%	21.88%
Feb-09	4965	4299	666	13.41%	354	61	1	312	83.69%	46.85%	181	58%	69	62	80%	21.09%
Mar-09	5197	4390	807	15.53%	525	70	2	282	80.23%	34.94%	174	62%	50	58	79%	26.38%
Apr-09	5448	4301	1147	21.05%	782	23	2	365	94.10%	31.82%	167	46%	132	66	82%	31.90%
May-09	4847	4078	769	15.87%	445	92	0	324	77.88%	42.13%	169	52%	95	60	81%	31.39%
Jun-09	4247	3588	659	15.52%	394	54	2	265	83.18%	40.21%	132	50%	81	52	80%	40.33%
Jul-09	4226	3533	693	16.40%	432	64	1	261	80.37%	37.66%	143	55%	59	59	77%	20.11%
Aug-09	4471	3814	657	14.69%	387	60	1	270	81.87%	41.10%	128	47%	83	59	78%	19.16%
Sep-09	3864	3282	582	15.06%	345	53	18	237	82.79%	40.72%	111	47%	84	42	82%	5.33%
Oct-09	4644	4002	642	13.82%	388	75	2	254	77.34%	39.56%	118	46%	87	49	81%	27.27%
Nov-09	3626	3082	544	15.00%	359	53	12	185	78.80%	34.01%	94	51%	50	41	78%	28.67%
Dec-09	4139	3511	628	15.17%	361	49	8	267	84.88%	42.52%	150	56%	53	64	76%	25.78%
Jan-10	3822	3255	567	14.84%	346	38	33	221	86.99%	38.98%	126	57%	33	62	72%	22.52%
Feb-10	3063	2321	742	24.22%	444	80	22	298	80.00%	40.16%	171	57%	37	90	70%	16.10%
Mar-10	3392	2601	791	23.32%	474	91	27	317	79.08%	40.08%	172	54%	42	103	68%	9.57%
Apr-10	3685	2935	750	20.35%	493	55	67	257	85.49%	34.27%	124	48%	60	73	72%	8.00%
May-10	3465	2732	733	21.15%	507	66	59	226	81.20%	30.83%	95	42%	49	82	64%	23.33%
Jun-10	3312	2531	781	23.58%	472	46	45	309	88.50%	39.56%	130	42%	66	113	63%	22.22%
Jul-10	2783	2107	676	24.29%	432	57	34	244	82.99%	36.09%	104	43%	40	100	59%	14.29%
Aug-10	3492	2687	805	23.05%	510	65	62	295	84.60%	36.65%	108	37%	62	125	58%	26.98%
Sep-10	2612	1985	627	24.00%	382	50	22	245	84.23%	39.07%	74	30%	34	137	44%	30.95%
Oct-10	2746	2105	641	23.34%	365	56	12	276	83.72%	43.06%	79	29%	24	173	37%	26.19%
Nov-10	2802	2146	656	23.41%	419	51	51	237	84.96%	36.13%	32	14%	42	163	31%	11.11%
Dec-10	2787	2130	657	23.57%	411	68	25	246	79.94%	37.44%	19	8%	32	195	21%	26.32%
Total	378,172	293,068	85,104	22.50%	50,370	6,746	2,047	34,734	84.50%	40.81%	22,418	62.72%	4,560	7,756	77.92%	22.03%

* Pay Rate and Closure Rate percentages are based on a 3 month (90 day) lag

** Contested Citations Data Available from January 2006 to present

*** Contested Citations take into account a 3 month (90 day) lag from the violation date to the trail date.

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Contest Rate</u>
Dec-09	5805	5387	418	7.20%	258	29	14	160	85.71%	38.28%	85	53%	24	51	68%	-
Jan-10	12371	11195	1176	9.51%	843	65	40	333	85.16%	28.32%	155	47%	121	57	83%	-
Feb-10	11564	10651	913	7.90%	604	58	19	309	84.97%	33.84%	132	43%	118	59	81%	-
Mar-10	13350	12264	1086	8.13%	739	79	26	347	82.52%	31.95%	142	41%	126	79	77%	-
Apr-10	14976	13798	1178	7.87%	809	68	46	369	85.92%	31.32%	141	38%	161	67	82%	4.7%
May-10	13007	11845	1162	8.93%	855	70	38	307	83.13%	26.42%	124	40%	121	62	80%	3.5%
Jun-10	13058	11782	1276	9.77%	895	66	72	381	87.28%	29.86%	140	37%	157	84	78%	2.6%
Jul-10	13229	11896	1333	10.08%	1000	62	78	333	86.89%	24.98%	105	32%	140	88	74%	16.8%
Aug-10	13811	12469	1342	9.72%	1053	83	70	289	81.22%	21.54%	82	28%	112	95	67%	0.0%
Sep-10	14099	12605	1494	10.60%	1090	69	40	404	86.55%	27.04%	118	29%	95	191	53%	1.3%
Oct-10	12325	11102	1223	9.92%	882	75	27	341	83.07%	27.88%	72	21%	65	204	40%	1.9%
Nov-10	12575	11261	1314	10.45%	922	72	49	392	85.96%	29.83%	49	13%	64	279	29%	10.3%
Dec-10	14143	12889	1254	8.87%	933	61	20	321	84.83%	25.60%	26	8%	63	232	28%	63.6%
Total	84,131	76,922	7209	8.57%	5003	435	255	2206	84.98%	30.60%	919	41.66%	828	459	79.19%	3.61%

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** Contested Citations Data Available from January 2006 to present

*** Contested Citations take into account a 3 month (90 day) lag from the violation date to the trail date.

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Contest Rate</u>
Aug-06	3854	864	2990	77.58%	2735	45	20	255	85.94%	8.53%	205	80%	20	30	88%	-
Sep-06	4212	934	3278	77.83%	1562	199	23	1716	89.73%	52.35%	1385	81%	140	191	89%	-
Oct-06	3855	788	3067	79.56%	1069	225	27	1998	90.00%	65.15%	1596	80%	184	218	89%	-
Nov-06	12589	8872	3717	29.53%	2186	169	27	1531	90.21%	41.19%	1209	79%	124	198	87%	-
Dec-06	13009	9452	3557	27.34%	1792	190	16	1765	90.36%	49.62%	1411	80%	140	214	88%	48.3%
Jan-07	9820	6557	3263	33.23%	1376	185	29	1887	91.19%	57.83%	1474	78%	141	272	86%	11.4%
Feb-07	6746	3641	3105	46.03%	1180	255	15	1925	88.38%	62.00%	1496	78%	163	266	86%	9.6%
Mar-07	5452	2081	3371	61.83%	1261	318	17	2110	86.99%	62.59%	1706	81%	157	247	88%	8.7%
Apr-07	5235	2116	3119	59.58%	1080	283	35	2039	87.99%	65.37%	1632	80%	133	274	87%	15.9%
May-07	4735	1643	3092	65.30%	1005	268	37	2087	88.80%	67.50%	1611	77%	140	336	84%	11.9%
Jun-07	5004	1725	3279	65.53%	1147	288	36	2132	88.27%	65.02%	1647	77%	141	344	84%	15.4%
Jul-07	5396	1906	3490	64.68%	1919	273	43	1571	85.53%	45.01%	1164	74%	112	295	81%	17.1%
Aug-07	5664	2259	3405	60.12%	1507	321	131	1898	86.34%	55.74%	1373	72%	140	385	80%	21.9%
Sep-07	4021	1247	2774	68.99%	1111	245	99	1663	87.79%	59.95%	1137	68%	124	402	76%	14.8%
Oct-07	4952	1811	3141	63.43%	1469	215	193	1672	89.66%	53.23%	1123	67%	146	403	76%	20.3%
Nov-07	4676	1810	2866	61.29%	1201	180	151	1665	90.98%	58.09%	1113	67%	154	398	76%	23.4%
Dec-07	4466	1783	2683	60.08%	1269	207	191	1414	88.58%	52.70%	985	70%	140	289	80%	20.7%
Jan-08	4150	1651	2499	60.22%	1142	188	166	1357	89.01%	54.30%	1105	81%	97	155	89%	21.4%
Feb-08	3875	1446	2429	62.68%	1245	157	206	1184	89.85%	48.74%	938	79%	106	140	88%	19.4%
Mar-08	4696	1887	2809	59.82%	1570	169	148	1239	89.14%	44.11%	986	80%	83	170	86%	21.5%
Apr-08	4417	1835	2582	58.46%	1297	134	72	1285	91.01%	49.77%	1009	79%	97	179	86%	23.5%
May-08	4764	1847	2917	61.23%	1642	178	157	1275	88.94%	43.71%	1008	79%	93	174	86%	18.0%
Jun-08	4401	1484	2917	66.28%	1481	182	120	1436	89.53%	49.23%	1137	79%	105	194	86%	29.5%
Jul-08	4097	1558	2539	61.97%	1230	170	94	1309	89.19%	51.56%	963	74%	165	181	86%	24.3%
Aug-08	4211	1623	2588	61.46%	1222	167	161	1366	90.14%	52.78%	1013	74%	127	226	83%	18.4%
Sep-08	4446	1868	2578	57.98%	1153	173	100	1425	89.81%	55.28%	1117	78%	127	181	87%	31.5%
Oct-08	4412	1715	2697	61.13%	1179	139	115	1518	92.16%	56.28%	1133	75%	133	252	83%	18.5%
Nov-08	3795	1485	2310	60.87%	948	145	125	1362	91.12%	58.96%	1026	75%	140	196	86%	16.0%
Dec-08	3759	1479	2280	60.65%	924	144	97	1356	90.98%	59.47%	1042	77%	119	195	86%	18.3%

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Contest Rate</u>
Jan-09	3703	1404	2299	62.08%	882	157	87	1417	90.55%	61.64%	1083	76%	146	188	87%	19.6%
Feb-09	3397	1348	2049	60.31%	853	125	64	1196	90.97%	58.37%	903	76%	149	144	88%	27.3%
Mar-09	3731	1446	2285	61.24%	978	145	86	1307	90.57%	57.20%	999	76%	127	181	86%	15.0%
Apr-09	3693	1548	2145	58.08%	926	133	74	1219	90.67%	56.83%	947	78%	95	177	85%	19.5%
May-09	3644	1458	2186	59.99%	936	139	102	1250	90.68%	57.18%	941	75%	127	182	85%	20.2%
Jun-09	3298	1316	1982	60.10%	887	118	112	1095	91.09%	55.25%	794	73%	135	166	85%	23.7%
Jul-09	3417	1401	2016	59.00%	829	147	42	1187	89.32%	58.88%	899	76%	111	177	85%	22.5%
Aug-09	3225	1295	1930	59.84%	804	142	62	1126	89.32%	58.34%	815	72%	141	170	85%	17.7%
Sep-09	3092	1304	1788	57.83%	700	119	91	1088	90.83%	60.85%	753	69%	156	179	84%	16.2%
Oct-09	3455	1386	2069	59.88%	875	125	82	1194	91.08%	57.71%	854	72%	155	185	85%	27.2%
Nov-09	3254	1333	1921	59.04%	815	118	71	1106	90.89%	57.57%	757	68%	152	197	82%	3.8%
Dec-09	3360	1423	1937	57.65%	851	135	90	1086	89.70%	56.07%	765	70%	121	200	82%	4.3%
Jan-10	2771	1034	1737	62.68%	694	128	85	1043	89.81%	60.05%	722	69%	118	203	81%	19.7%
Feb-10	2817	1150	1667	59.18%	782	121	87	885	88.93%	53.09%	546	62%	128	211	76%	17.3%
Mar-10	3133	1198	1935	61.76%	767	101	73	1168	92.47%	60.36%	722	62%	177	269	77%	26.7%
Apr-10	3145	1278	1867	59.36%	828	130	59	1039	89.41%	55.65%	639	62%	130	270	74%	19.3%
May-10	3557	1390	2167	60.92%	1040	154	125	1127	89.05%	52.01%	646	57%	179	302	73%	19.0%
Jun-10	6773	4598	2175	32.11%	1056	124	19	1119	90.17%	51.45%	628	56%	123	368	67%	23.0%
Jul-10	10157	7542	2615	25.75%	1353	126	10	1262	90.99%	48.26%	676	54%	146	440	65%	24.7%
Aug-10	9206	6923	2283	24.80%	1115	116	38	1168	91.23%	51.16%	527	45%	72	569	51%	25.6%
Sep-10	8403	6311	2092	24.90%	978	115	29	1114	90.86%	53.25%	419	38%	43	652	41%	26.1%
Oct-10	7902	5988	1914	24.22%	834	122	21	1080	90.02%	56.43%	320	30%	33	727	33%	20.9%
Nov-10	7298	5430	1868	25.60%	703	120	12	1165	90.75%	62.37%	233	20%	10	922	21%	19.3%
Dec-10	7316	5397	1919	26.23%	743	102	60	1176	92.38%	61.28%	140	12%	40	996	15%	24.7%
Total	268,456	134,268	134,188	49.99%	61,131	8,874	4,232	73,057	89.70%	54.44%	51,472	73.80%	6,505	15,080	82.45%	20.06%

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